

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8091

第一千八百零九號

SATURDAY, JANUARY 22, 1910.

六拜禮 號二十月正美港香

356 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,000,000  
RESERVE FUND £1,000,000  
Sinking Fund £1,000,000  
RESERVE LIABILITY OF PROPRIETORS £1,000,000

COURT OF DIRECTORS:  
Hon. Mr. W. J. Gresson—Chairman.  
H. E. Tomkins, Esq.—Deputy Chairman.  
G. Balloch, Esq.  
J. W. Bannock, Esq.  
S. G. Barrett, Esq.  
G. S. Colby, Esq.  
G. R. Lennan, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 13th November, 1909. [10]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000  
RESERVE FUND £1,000,000  
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per Annum on the daily balance.  
On Fixed Deposits for 12 months, 4 per Cent. per Annum.  
WM. DICKSON,  
Manager.  
Hongkong, 5th April, 1909. [12]

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ¥24,000,000  
RESERVE FUNDS ¥15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. OHEO.  
KOBE. TIEN-TSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
HOMBAI. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.  
On fixed deposits:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.  
TAKEO TAKAMICHI,  
Manager.  
Hongkong, 11th September, 1909. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hamburg. Hankow.  
Kobe. Peking. Singapore. Tientsin.  
Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank).  
Direction der Disconto-Gesellschaft.  
Deutsche Bank.  
S. Bleichroeder.  
Berliner Handels-Gesellschaft.  
Bank fuer Handel und Industrie.  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne.  
Frankfurt.  
Jacob S. H. Stern.  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENT.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,  
Manager.  
Hongkong, 4th December, 1907. [13]

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Funds may be obtained on application.

INTEREST on deposits is allowed at 5 per Cent. per Annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:  
J. R. M. SMITH,  
Chief Manager.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,500,000  
RESERVE FUND GOLD \$3,500,000  
RESERVE FUND \$3,500,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEMILL HOUSE, E.C.

LONDON BANKERS:  
"BANK OF ENGLAND."  
NATIONAL "PROVINCIAL BANK OF ENGLAND, LIMITED."

THE CAPITAL AND "COUNTRY" BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 4 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.  
Hongkong, 8th April, 1908. [19]

### CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:  
Alexander McLeod, Esq., Chairman.  
C. Shephard, Esq., Secretary.

Lee Yung Su, Esq., J. H. McMichael, Esq., C. R. Burkill, Esq., J. A. Waites, Esq., Manager Director.

A. J. Hughes, Esq., Secretary.

S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.

Insurance in Force £3,054,550.00

Assets £1,744,000.00

Income for Year 5,073,854.88

Total Security to Policyholders 7,885,854.88

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAFE, Esq., Hongkong, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [18]

### PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 12.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

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## Intimations.

Powell's

THE

FURNISHERS

are displaying in their  
Show-rooms the latest  
designs in COPPER &  
BRASS FENDERS &

KERS.

Complete in Suites

WITH

BRASSES and DOGS

SEPARATELY.

COAL VASES

AND

LOG BOXES

IN

BRASS &amp; COPPER

STANDARD  
LAMPS.

HEARTH

COMPANIONS

AND

FIRE SCREENS.

FIRST FLOOR

ALEXANDRA

BUILDINGS

Hongkong, 19th January, 1910.

## Public Companies

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 26th January, to TUESDAY, the 29th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary,  
Hongkong, 12th January, 1910. [100]

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.45 o'clock A.M. for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 24th January, to TUESDAY, the 26th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the  
West Point Building Company, Limited,  
Hongkong, 8th January, 1910. [85]

THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 24th January, to TUESDAY, the 26th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary,  
Hongkong, 8th January, 1910. [68]

## Intimations

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71]

## MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

## MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

## NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OR

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Vaux Road.

## JAPANESE GOODS AND THE CHINESE CUSTOMS.

WARNING BY COMMERCIAL AGENT.

Mr. Ota Toyoo, a Commercial Agent in China, of the Department of Agriculture and Commerce, has issued a warning regarding the necessity of reform in the invoicing of Japanese goods exported to China. The Tokyo authorities have directed the attention of exporters to the warning, which is in substance as follows:—

"The Chinese Customs authorities are in the habit of passing goods imported from countries other than Japan without opening the cases in which they are packed, merely examining the invoice, which they regard as being accurate and genuine, but goods imported from Japan are not thus favoured. Cases and boxes containing goods imported from Japan are invariably unpacked by the Customs authorities and closely examined. This operation involves great expense and loss of time. Moreover, the value declared by the importer of Japanese goods is usually rejected, and duty is imposed in accordance with a higher value ascertained by the Customs. This results in constant friction between the importers and Customs authorities."

Imports of marine produce, glass-ware, and general goods are particularly liable to be dealt with in this way, and serious differences are constantly arising out of the difference between the current market value of the goods at the place of import and the amount represented by the invoice value, freight, insurance, and commission taken together. Owing to the inconvenience caused by protesting against the appraised value, and fearing to lose business opportunities, importers generally give way to the Customs authorities without protesting, and pay unduly heavy duties upon their goods. Cases in which merchants are thus penalised are rapidly becoming more frequent, and it is of urgent importance that these evils be remedied without delay. The measures to be taken for the purpose must first be to draw up accurate invoices, secondly to induce the Chinese Government to appoint Japanese as Customs examiners, and thirdly to give better information to the Chinese Customs authorities concerning the value of Japanese goods."

Japan Chronicle.

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## THE ROLE OF THE ROAD.

A JUDGE'S ANECDOTE.

Mr. Justice Ridley related an amusing incident of his cycling days during the hearing of an action in the King's Bench Division on 15th ult.

Mr. T. A. Kerr, a City tea broker, sued Messrs. Tilling for damages for personal injuries, and stated that he was knocked down by a bus while alighting from a tramcar.

Mr. Saunders, on the plaintiff's behalf, contended that the bus should have been driven round the car while passengers were alighting.

Mr. Justice Ridley said that could not be done, as the passing vehicle would at once be placed in the way of cars approaching on the other line. It was a very difficult problem, because if the vehicle was driven on the near side of the car it at once became a danger to passengers alighting from the tramcar, while if it went round the car it at once was in the way of approaching cars.

His lordship said he recalled the time when he was cycling along a road and decided to pass a tramcar on its near side. The conductor pulled him up and told him he should have gone round the car. "I persisted, however," his lordship remarked, "amidst laughter, and went the way I had previously decided to go."

"You were not summoned?" asked Mr. Saunders.

"Oh, no," said his lordship.

Later, Mr. Justice Ridley said the fact of the matter was that the tramways had dislocated all traffic.

Mr. Horace Avery, K.C. (for the defendant) : If anybody was between the deep blue sea and the other thing it was this poor bus driver. (Laughter.)

## Notices of Firms.

NOTICE.

MR. R. LEISSING having left our employ ceases to Sign our Firm per Procurator.

Mr. J. HELMERS is authorized to Sign our Firm per Procurator from this date.

SIEMSEN & CO.  
Canton, 15th January, 1910. [118]

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,  
P. A. LAPICQUE & Co.,  
Agents,  
MESSAGERIES MARITIMES,  
P. THOMAS,  
Agent.  
Hongkong, 19th December, 1909. [876]

## Intimations.

KWONG FUNG YUEN,  
HEAD OFFICE—No. 83, Des Vaux Road West,  
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,  
SAW MILL OWNERS,  
AND  
GENERAL CONTRACTORS  
TO  
H.B.M. Naval and Military  
Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery.

LEUNG TAI,  
Managing Director.  
Hongkong, 19th January, 1910. [117]

## PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

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Hongkong, 15th December, 1909. [140]

AN APPEAL.

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Hongkong, 15th July, 1909.

## NOTICE.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 22, 1910.

## "FLYING THE WHITE PIGEON."

Very few will have much sympathy with the Chinese shopkeeper who was swindled out of \$140 the other day by a woman who played the ancient trick which is known in Hongkong as "flying the white pigeon." In fact, the probability is that the majority of people, reprobrates and righteous alike, will smile at the incident and declare that it served him right. But before we go further, it is possible there are some who have no idea what the flight of the white pigeon means. The explanation is very simple, as well it might be, since it has come down through the centuries from the time of Noah. A man, who, we will say, is fairly well off so far as this world's gear is concerned, decides that single blessedness is a fraud and certainly not what it is claimed to be by the followers of Schopenhauer; and he decides to acquire a helpmate, who shall be his wife in everything but name, and whose services shall enable him to dispense with the retinue of servants who prey upon his good nature. Such a companion who combines in herself all the faculties of paramour, housewife, and general factotum may be

obtained through the agency of any old cross who has long passed the stage of disillusionment, and the only question between the parties is the price to be paid for the yellow slave. We are in sublime ignorance as to the market value of the goods in question—or as we might say in England, the saucy baggage—but apparently it ranges from \$100 upwards. Naturally the purchaser expects to get value for his money and it is to be feared that in many instances the slavery to which the girl is subjected is very real. But it occasionally happens that the go-between and the prize packet have a standing arrangement, to the effect that the latter shall pass over to the buyer until the money has been safely deposited and then she shall slip away and rejoin her confederate. It will be seen that a few transactions of this sort may prove very profitable to the pair of females, and it can be understood that there are few men who are likely to bewail their loss from the housewife. Their duty is simply to make the best of a bad job and proceed to look out for another and more amenable "servant." It is not suggested that the victims of this traffic are condemned to everlasting misery in the new households to which they have been transferred. Indeed, the contrary is generally the case, so far as we can make out, for the simple reason that at the head of the household is not foolish enough to antagonise his "goods and chattels" or to incur her animosity by forcibly restraining her from indulgence in her favourite pleasures. She may have to keep a sharp eye on her master's interests, but as most Chinese women are natural-born housekeepers, and as, in such cases, the woman or girl has usually exchanged a hard to mouth existence for a comparatively comfortable home, she does not complain of her servitude but makes the best of her circumstances. Moreover, both parties are well aware that if there is any cause for quarrelling or bad temper, the woman has it in her power to take French leave of her protector. It is for that reason, doubtless, that we seldom hear of what is known as incompatibility of temperament in the Chinese, who have contracted this form of *Manon*. Of course, the custom is very wrong and possibly it may be deemed degrading and immoral, but the Chinese—and it is useless to deny the fact that many Europeans come under the same category—see nothing objectionable in the practice. They cheerfully pay their money and take their choice, and it is only when they are duped by an adventurer, who is under the sway of some old bag, that they discover the demerits of the system. The Chinese shopkeeper who brought a charge of obtaining money by false pretences against the intermediary who had arranged to get him the Light of Asia for a companion and comforter must have been badly smitten by the charms of his queen, otherwise he would hardly have mustered up courage to appear in Court as a complainant. We do not suppose for a moment that he was after the \$140 which he had paid for his purchase. He was after the girl, and doubtless invoked the majesty of the law in order to regain possession of his property. In the result, however, he has not only lost his \$140 and the girl, but it is not at all unlikely that he has made himself the butt of all the wits and scoffers in Chinatown. The woman against whom the charge was brought was sentenced to three months' imprisonment, according to the report, while the girl was sent to the Police House. What we should like to know is this: Was the woman sent to prison for having defrauded the prosecutor? If so, we maintain that the conviction was most unjust. She fulfilled her part of the bargain in every respect. She sold and delivered the goods, so to speak, and if through the carelessness of the prosecutor the girl disappeared she could scarcely be held responsible except by a very fine interpretation of the law. What we had expected to find was that the law of Hongkong was sufficiently elastic to deal with what may be designated the yellow slave traffic. If the woman had been condemned for her share in an illegal transaction then there would have been nothing more to say about it. But we should have liked to hear the evidence on which Mr. Hallifax found the woman guilty of receiving money by false pretences. And, again, if the transaction was illegal how could this woman have been imposed on the charge submitted? It seems to us that a charge might lie against the woman for her share in conducting a pseudo-matrimonial bureau, otherwise described as a slave agency, but if she was guilty where did the man come in or rather how did he escape? The law may be slack, but in our opinion the man was as bad as the woman. However, the conviction will bring comfort to many hearts, for we take it that the Chinese vernacular press will give full publicity to the case, and we can see Chinese shopkeepers galore solemnly reciting to their favourite damsels the pains and penalties to which they will be subjected should they take it into their heads to run away, while the punishment meted out to false-hearted women who lead the young and innocent astray will be depicted in the most lurid terms.

## THE CHINESE EXPRESS TO TONKIN AND THIBET.

Attention is once more being directed to the various schemes which have been propounded by British and French engineers to link up the Western provinces of China with the Indian and Indo-China railway systems. As may well be imagined, the object in each case is to attract Chinese trade from the Yangtze to Burma and Tonkin and to develop the agricultural and industrial interests of Yunnan and Szechuan. The attitude of the Tibetans in keeping their territory inviolate is, of course, one of the obstacles which have to be surmounted by those who dream of an overland route, and while the mountainous nature of the country offers many difficulties that is a matter which can easily be got over. In the case of the French Yunnan railway, regarding which little or nothing has been heard for a very long time, the most diverse opinion prevails as to the advisability of extending the line to the Yangtze valley. After the extraordinary efforts of the French authorities to connect Tonkin with Yunnan, their indomitable courage in the face of heartbreaking trials, their persistent and steadfast determination to push the railway through at all hazards, it would be ridiculous to suppose that they would halt in their work before they had laid the foundations of the success they deserve. And to those who look on from afar, the due reward of their labours will only be obtained when Yunnan is brought into direct intercourse with Tonkin. It may be necessary to educate the people to abandon their old caravan routes but a nation so diplomatic as the French should not experience much difficulty in leading the natives to a proper realisation of the benefits which will accrue from utilising the service in course of preparation. We do not consider it essential to regard the question of French railway development from the Chinese official point of view. If it be argued that the line may have the effect of undermining Chinese authority in the Western provinces the French have the retort that any disturbances which may occur on the frontier will be equally subversive of good government in French territory. But, although the majority of those connected with the Yunnan railway are enthusiastic in their predilection as to the importance of the line as a commercial asset, there are not wanting critics who cannot find a good word to say in favour of the undertaking. If those who sought to belittle the French enterprise belonged to a rival nation we should be inclined to take their carping comments with suspicion, but emanating from those who might be expected to appreciate and applaud the marvellous pertinacity which kept the engineers at work in the valley of death when practically every man was a physical wreck and only the honour of the country sustained the guiding spirit. The latest critic is Commandant Ollone, a French officer, who has been exploring Yunnan and the neighbouring country. In his opinion it is sheer folly to believe that the railway will benefit by being extended to the Yunnan valley. He bases the warning on his intimate knowledge of the land and people. He admits that the populous and productive province of Yunnan will be developed by the railway, and that the country at present will be a profitable field for French trading enterprise, but in his opinion, it will be far otherwise were the line extended to the province of Szechuan. It seems, however, that the Chinese are eager for the extension, and seek to interest European capitalists in the idea notwithstanding that those of France are advised to turn a deaf ear to any such proposal. The economic objection is that if the extension is once carried out, Tonkin will lose most of the Yunnan trade, which will flow to the Yangtze Valley instead, as Chinese nationalism will give home markets the preference over foreign ones. That is, of course, the old story which has been told and repeated ad nauseam, but it is mere speculation at the best and the argument that the natives are bound eventually to realise the value of the line is quite as sound as the opposite contention. Then we come to another threadbare suggestion, that viewed from a military standpoint, the extension lies under the disadvantage of enabling China, at any time, to mass an army on the Tonkin frontier, an undertaking which is unable to carry out at present owing to lack of means of communications. Such a charge means an enormous increase of the military outlay in Tonkin to meet the altered conditions. "Politically," says the Commandant, "the Powers, who are scheming for financial control over certain Chinese public works, favour the extension idea. They do not bear in mind, however, that the mountainous nature of the country and the lack of much local traffic means heavy expense in constructing the extension." It would never do for France to join them as any such course means that Tonkin will lose the chances of profit from the railway. The only course for France is to further the interests of Indo-China only, and to have nothing at all to do with the proposed extension. Another French explorer in the same region, M. Robert de la Caix, has arrived at similar conclusions. Why this boggy about China matters but

armies on the borders of Tonkin should always be trotted out, caressed and dusted for literature, it is impossible to understand. Has it never occurred to these explorers and theorists that China has enough to do to look after the affairs of the central provinces without bothering herself about the Yunnan frontier? And the very fact that the country is mountainous is another argument against the adverse critics, for it means that, in times of trouble the line could be rendered impossible at a day's notice. On the British side, Mr. Noel Williamson, a political officer in the service of the Indian Government, stationed in Upper Assam, has also been on an exploring expedition and if he had his way Thibet would be opened up to commerce to-morrow and there would be railway communication between India and China before the week was out. According to a London paper, Mr. Williamson has declared that so far as engineering obstacles are concerned, the running of a railway up the Lohit valley towards Szechuan would be a distinctly feasible project. As far as Rima on the Thibetan side of the frontier, there would be no very serious difficulty in building the line. Beyond that the country is difficult. To reach Szechuan various high passes would have to be crossed, as well as the Salween, Mekong, and Yangtze rivers. This is undoubtedly a formidable array, but obstacles in the way of railway communication between India and China are great by any route. The altitudes of the passes do not represent their heights above the surrounding country, nor are the rivers the giant waterways into which they develop further south. Whatever the cost of the undertaking, Mr. Williamson believes that compensation would be found in the facilities afforded for quick communication between India and Western China. Such facilities should lead to an enormous expansion of trade between the two countries. At present, exports from India to Szechuan have to be carried by sea to the mouth of the Yangtze and thence commence another long and difficult voyage up the river. If Szechuan were placed in direct railway communication with India an immense impetus would be given to the development of the natural resources of the province, one of the richest in China. Mr. Williamson also has a plan for stimulating trade in Thibet by the construction of mule tracks—as a beginning. He found no serious natural difficulties in the way of his progress up the Lohit Valley, and believes it would be an easy matter, as a beginning, to connect India with the borders of South-eastern Thibet by a good mule track. The distance from the plateau of Assam to the border of Thibet is less than fifty miles in a straight line and little more than a hundred miles by the river valley. The route traverses a country occupied by a quiet, peaceable people, who look to the Indian Government as the paramount power, and the road could be constructed not only at comparatively little cost but without risk of tribal unrest. At present trade along the route is infinitesimal. It may reasonably be hoped, however, that improved communications would lead to a speedy development. South-eastern Thibet (or Kooang, as the country is called) has no industries because there is no incentive to the development of its resources. A great quantity of wool is wasted annually because there is no market for its sale. This is true not only as regards wool of ordinary quality, but as regards the costly variety called hashim, from which shawls are made. If communications were improved along this natural outlet for the trade of South-eastern Thibet, facilities for export would be brought within the reach of all. Mutual intercourse is impossible at the present moment, because Thibet is a forbidden land; but a good bridle path leading down from the frontier of Sadiya, a place in close proximity to the terminus of the Dibru-Sadiya railway, would attract Thibetans to India in Assam. It is evident from both French and British sources of information that the time is fast approaching when the railways of the United States will have to take a back seat when the Chinese honeycomb system comes into existence.

## LOCAL AND GENERAL.

The German cruiser *Aronia* arrived in port yesterday afternoon from Tsingtau.

The trial of the Korean who assassinated Prince Ito will be held in February.

It is proposed to engage Taotai Jeme Tiew as Engineer for the Yuet Han Railway.

The programme, with complete entries for the forthcoming races, was issued by Mr. F. Haugh, Clerk of the Course, this morning.

On the Chargeurs Reunis steamer *Andromeda*, en route to Saigon, are two officers of non-commissioned officers and 190 soldiers for Indo-China.

The Queen of Pearls, said to be the last pearl in existence, weighing 24 carats, and measuring three-quarters of an inch, has been landed in Bombay by post yesterday.

H. E. GENERAL Sir John French, G.C.M.G., Inspector General of the Forces, and Brigadier General D. Henderson, D.S.O., were passengers to Singapore by the s.s. *Deceit* to-day.

A RETURN just issued shows that the total number of electors on the register of the United Kingdom for 1910 is 7,705,717, an increase of 90,479 on the number in the present year.

FOUR New York brokers, led by Mr. Patten, are reported to have made £3,500,000 in a gamble in cotton which has doubled the prices in 10 months and is closing many of the world's mills.

The next census of Netherlands India is fixed for the year 1915, and it will be taken every ten years, instead of once in five years as hitherto. The enumeration will also include horses, cattle, carriages and ships and other craft.

The Eastern Extension Telegraph Company, at Batavia, has just built quarters for the accommodation of its staff there. The *Java Road* says that the building is handsome in style and appearance, besides being solid and strong. That journal is of opinion that the house is an ornament to the neighbourhood.

The following candidates figure in the result of the Previous Examination, Part 1, Cambridge: Class 3, G. L. Loo, Gonville and Caius; Class 3, P. K. Liang, Gonville and Caius, and G. Matsumoto, Jesus. Mechanics: Class 1, K. H. Wang, Christ's. Part 2, Class 3, S. B. Yin, Cath.; 4, G. H. Nisawa. Amongst those who have passed in French is the Chinese student P. K. Liang.

The T. K. K. steamer *Chiyo-maru*, which arrived at Nagasaki on the 10th instant from Hongkong, made a trial trip the following day outside Nagasaki harbour, preparatory to an official examination in connection with the grant of a subsidy in accordance with the new law. The result of the trip is stated to have been very satisfactory. The steamer, with a draught of over 24 feet, developed a speed of 20 knots.

TELEGRAMS received by the Japanese Press state that Duke Tai Tso, President of the Ministry of Finance, has waived his objection to the Chinchow-Tientsin railway loan, and that the agreement will accordingly be signed within a short time. The amount of the loan will be ¥50,000,000 with a view to extending the line to Aiqun. Japan is to be entitled to supply the materials. The authorities in Tokio intimate that Russia will not consent to the extension to Aiqun.

TWO Chinese appeared before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning for having six tins of prepared opium in their possession on board the s.s. *Loongzang*. One of the men was discharged while the other was fined \$10. It was only yesterday that a man was convicted before Mr. J. R. Wood for having 18 tins of prepared opium in his possession on board the same ship and it appears that the captain communicated with the Police to come and search for more opium.

THE P. and O. Company have contracted with Messrs. Harland and Wolff and Messrs. Caird and Co. for the construction by these firms of two new mail steamers of the well-known "M" type of nearly 13,000 tons register and corresponding power to be employed in their India, China, and Australian service. These vessels will be fitted with all the improvements which the working of this fine class of ships has shown to be advisable, and will raise the total tonnage under this designation to ten ships, aggregating upwards of 100,000 tons at a cost of nearly £3,500,000.

WELLESLEY Welman, described as a retired captain of the King's Own Shropshire Light Infantry, was charged on remand at South-Western Police Court last month with bigamously marrying Esther Hickman in 1904. It was stated that Mrs. Welman and the second "wife" were introduced by a stranger. The second "wife," giving evidence, said that she had a wretched life with Welman, who had threatened to murder her three years after the wedding, and when under the influence of drink he told her that she was not his wife. He finally left her in August last. The accused, who reserved his defence, was committed for trial.

BAKES, so well-known for its tin, also grows pepper, the cultivation of which steadily increases in the hands of Chinese. The export of the spice last year was estimated at about 40,000 piculs. Tin remains the chief product of the islands, the mines yielding the government yearly a net profit of from 10 to 12 millions of guilders. The 25,000 Chinese who delve in the mines are well cared for and looked after. The Government worked the mines at a cost of 45 guilders a picul in 1908. The market value is well over 100 guilders a picul. The cost of recruiting the coolies came to 1,300,000 guilders in 1908. To reduce working expenses, mechanical mining has been resorted to.

Now that "Le five o'clocks" at any time from three to seven, has become a Parisian habit, the sale of tea in Paris has gone up by leaps and bounds. A tea-shop has hit upon a most ingenious advertisement of the fact that it sells real China tea. In the centre of the shop is a life-size figure of a Chinaman. An electric wire connects it with the door. As soon as the door is opened the Chinaman raises a hand for silence, nods his head, and extols the excellence of the real China tea on sale. The thing is, of course, only an ingenious adaptation of the gramophone, but the novelty of the notion has caught on, and the shop does a large trade. People go there to hear the talking Chinaman, and cannot very well go without buying something.

MESSRS. Bradley & Co. favour us with a calendar from the Dearborn Drug and Chemical Works of New York and Chicago.

SCHOOL fees in Government Schools are payable in Hongkong bank notes or silver dollars only, and are not payable in subsidiary coinage.

A REQUIRED list of all authorized architects under section 7 of The Public Health and Building Ordinance, 1905, (Ordinance No. 1 of 1905), is published in the *Gazette*.

THE warships in the harbour to-day were decorated in honour of the ninth anniversary of the accession of His Majesty King Edward VII. A royal salute was fired at noon.

JAPAN is reported to have protested against the establishment by China of Customs Stations at Hungchun and Chientao, on the ground that their establishment is, to some extent, in contravention of treaty.

THE election by the Justices of three Justices of the Peace to serve on the Licensing Board will take place in the Land Office, Supreme Court Building, on Wednesday, the 26th inst., from 11 a.m. to 1 p.m., instead of at the Magistrate's from 4 p.m. to 6 p.m.

MESSRS. Hughes and Hough, put up eight ponies for sale by public auction, this morning, at the Race Course. A bay polo pony was bought by Capt. Heathcote for \$100 and Major Eaton bought a chestnut for \$50. For the other six animals there were no bidders.

It is officially notified that, on and after the 24th instant, no carcass of any animal whatsoever shall be buried on Crown land in the City of Victoria or in the vicinity thereof. Carcasses will be received at the Kennedy Town crematorium for cremation on payment of the following fees:—Horses, cows or bullocks, not exceeding 52.00 per carcass; all small animals, 1 picul or under, 50 cents per carcass.

## GENERAL MACHADO IN HONGKONG.

## A QUIET DAY IN THE CITY.

H. E. General Sir Joachim Machado, K.C.M.G., the returning Delimitation Commissioner, spent a quiet day in the city yesterday while awaiting the English mail's departure for Europe to-day. As stated in our last issue, General Machado and his secretary, Capt. J. M. R. Norton, arrived early in the morning yesterday from Shanghai and Peking. They disembarked late at noon and proceeded to the residence of Mr. J. J. Leiria, Consul for Portugal, where they were entertained to an informal luncheon and where the General met his son, Lieut. Alvaro Machado, A. D. C. to the Governor of Macao, and who is on a brief visit to Hongkong to bid "good-bye" to General Machado. Capt. J. M. R. Norton and Senhor J. D. Moraes, Consul for Portugal in Canton, were also present at the tiffin. The Commander of H. M. F. M. S. *Vasco da Gama* was unable to be present on account of indisposition.

After luncheon a short visit was made to the Portuguese Consulate, whence His Excellency proceeded to Government House and called on the Governor, Sir Frederick Lugard, who had kindly extended, by telegram to Shanghai, the hospitality of the Viceregal residence during General Machado's short stay in Hongkong. The kind invitation was reluctantly declined. Later in the afternoon General Machado was met at Government House by Capt. Norton and Mr. Leiria.

After the visit to the Governor the party proceeded to the Portuguese Consular residence where they were the guests of Mme. Leiria at tea. The distinguished visitor re-embarked on board the *Deceit* at six o'clock in the evening, being unable to accept an invitation from Mons. G. Liebert, the French Consul, to dinner, as the General is suffering from slight indisposition.

General Machado did not come ashore to-day. The Commissioner resumed his homeward voyage at noon and will make a stay in Portuguese India of about a fortnight on his way to Lisbon.

## A BOXING STORY.

## THE IRISH REFEREE WAS AFTER THE "DIBS."

In view of the general interest in boxing at present, Hongkong sports should enjoy the following yarn:

A glove-fight took place in the East End of London between a negro and an Irishman.

The referee was also of Irish birth, and when in his first round the negro reached the Irish fighter's jaw and the latter's head thumped the boards with a crash that seemed to preclude further contest, the following monologue took place:

"One!" (In an undertone to his gasping compatriot: "Come on, man, get up out of that! Are you going to let this black son of Ham say he knocked you out?")

"Two!" (Whereas, man, can't you raise yourself and listen to what I'm telling you? Come on, get up!)

"Three!" ("For the sake of your father that bled on many a field get up and wipe the floor with this black smoke that's grinning at you!")

"Four!" ("Are you sure, are you sure, to lie there asleep while this limb of the devil takes all the money? Get up, I say, else I'll pull you up!")

This sort of entirely continued until, as the disgusted referee lingered on the final count, the badly-dressed Irish pugilist staggered to his feet, swung wildly at the unguarded negro and bowled him over, unexpectedly. Negro to quick, however, for the Irish referee, who rushed over to where the negro was fast picking himself up and groaning.

"One-two-three-four—five—and five is the limit, man, you say!"



## INDUSTRIES OF HONGKONG.

## THEIR RISE AND DEVELOPMENT.

[Specially Written for the "Hongkong Telegraph"]

## V.

## GREEN ISLAND CEMENT CO., LTD.

The visitor to our Colony who includes within his itinerary a ricksha drive to Kowloon City must surely have had his attention arrested by the vast pile of grey coloured buildings at Hok On, whose clustering kiln chimneys seek the sky through a haze of dust and smoke, whilst an aerial railway extends its length high above huge heaps of broken limestone rocks. This is the first aspect that strikes anyone making initial acquaintance with the famous works of the Green Island Cement Company, Limited. The outside view is anything but inviting, but the inside has a different story to tell, for there one is confronted with some of the most ingenious and wonderful machinery ever devised by the brain of man and is enabled to catch at least a glimpse into unopened realms of industrial activity that but few in Hongkong are aware of the existence of, although placed, as might be said, in their very midst.

Hongkong does not boast of many industrial products but if there is one of which it may be said that it has made the Colony famous, FIRST HONOURS

most undoubtedly be awarded to Green Island cement. It is a product whose name has become almost a household word all over the Far East from Penang to far Vladivostok. As builders and constructional engineers will tell you, Green Island cement is a synonym for strength and durability, standing out pre-eminent in this land of shoddy and make-believe.

The Green Island Cement Company, Ltd., derives its name from an island "Ilha Verde" (or Green Island), situated in the Harbour of the Portuguese colony of Macao in China. The Company started the manufacture of Portland cement in 1889, and at the present time there are five kilns in operation in Macao and eighteen in the local factory at Hok On, erected in 1899. The total production of both factories at present amounts to between 1,700 and 2,000 casks per day of 900,000 casks annually. Green Island cement has been used for all descriptions of work—dams for reservoirs, street tramways, harbour works, heavy foundations, fortifications, etc., and it is not too much to say that it has given every satisfaction wherever used.

Green Island cement was employed exclusively in the construction of the two great graving docks recently completed in Hongkong and capable of holding the biggest ships in the world—one of which was built by the British Admiralty and the other by Messrs. Butterfield and Swire. Needless to say, the most severe tests are required by the Government officials and dock contractors, but Green Island cement has come through all ordeals with flying colours and is to-day more than able to hold its own in competition with imported cements.

THE MACHINERY employed in all of the most up-to-date type that can be procured from England, America and Denmark, and the kilns are of the Alborg and rotary types, which are found to be best suited to the economic conditions of the place. When finished, the cement is packed in casks and steel drums weighing 375 lbs. net and 400 lbs. gross and also bags of 250 lbs. net.

In taking a cursory survey of the works, it may be as well to explain at the outset that all the limestone used in the manufacture of Green Island cement is got from Canton whilst the clay that forms the other component of the finished material comes from the Canton River. The limestone is brought down by steamer into Kowloon Bay and is loaded on the sea-wall of the works by means of jacks, from which it is hoisted to an elevated railway and conveyed in collapsible carriers to whichever part of the store-heaps it may happen to be consigned. The clay is brought down in a dried state from the Macao works by the Company's own steamer which has a draught enabling her to come alongside the sea-wall, where also her cargo is hoisted by steam elevator into a conveyor that takes it right into the works.

To describe the process of making the cement in full, it would be necessary to go into details that might prove anything but interesting reading to most people. The mud is dried and pulverised; the limestone passes through a crushing machine and is also pulverised; and then the two are mixed together in certain proportions regulated by automatic weighing machines and the whole material is then burned in the kiln and ground first into rough balls in the ball mills and finally into a fine powder in the tube mills, a series of cylinders revolving at a high rate of speed. Such, in short, may be given as a rough description of the way in which Green Island cement is made; but it conveys no conception of the

## VARIOUS STAGES.

through which the raw material passes, of the massive machinery that is employed, the great 1,200 h.p. engine that supplies the motive power, or the mighty kilns that help to reduce hard rock down into a powder finer than sand.

The works may be divided into two sections, commonly known as the old and the new factory. In the old factory, which was the first part of the works to be constructed, the process of cement-making differs somewhat—but only in one essential direction—from that which is employed in the new factory. In the former, the fine powder of ground limestone and clay, after being mixed with water, passes into a machine where it is made into bricks. These bricks are dried and sent to the kilns, which are continuous, with a fire kept always in the middle of the kiln. The bricks are thrown in on top and gradually slide down to the fire. There they are burned, and they come out at the bottom of the kiln as clinkers. These clinkers are passed on to the ball mills—namely, mills filled with steel balls to crush the hard material—for coarse grinding, and then to the tube mills for fine grinding. After this process has been gone through, the cement goes to the warehouse where it is stored for about a month before being packed and shipped.

grinding. After this process has been gone through, the cement goes to the warehouse where it is stored for about a month before being packed and shipped.

## IN THE NEW FACTORY.

there are no bricks made. The powder goes direct from the mills to the rotary kilns, a series of huge revolving cylinders upon entering which it meets the coal—blown in as a fine powder and burning just like gas—and it emerges from these kilns in the form of clinkers. These clinkers, in the same way as the clinkers from the bricks in the old factory, are allowed to lie exposed for two weeks or so before being passed on to the ball mills for coarse grinding, and to the tube mills for fine grinding.

The new system of rotary kilns has been in existence since 1905. At that time only two such kilns were laid down, but in 1907 two more were added. The latter were acquired by the Company locally, being plant originally intended for Dalry but held up in Hongkong owing to the outbreak of the Russo-Japanese war. For the working of the additional kilns there was little or no difficulty in providing the necessary motive power as the engine laid down in the first place had been chosen with a view to extensions and was easily convertible to the required horsepower.

## MAKING THE CASKS.

The making of the casks in which the cement is mostly exported is quite an industry in itself. From the coopers no less than 1,700 finished barrels are turned out every day. Needless to say, the machinery employed is of the most modern type. The logs from which the barrels are made are specially imported from China. After passing through a frame-saw in the saw mill the planks are cut into stave lengths and given the proper shape. Then they are passed on to the drying compartments. Upon making their re-appearance in the cooperage the staves go through a series of manipulations—both manual and mechanical—and with amazing rapidity they are transformed into barrels, hooped, lidded and ready to receive their burden of cement.

The works are under the experienced management of Mr. V. Uidall. Messrs. Shewan, Tomes & Co. are the general managers for the Company.

## FOR CHINA COAST NAVIGATORS.

## RELIABLE INSTRUMENT FOR FINDING DISTANCES ON STORMY NIGHTS.

We have received from the Hydrographic Department of the United States Government the pilot chart of the North Pacific Ocean for January, 1910. Among the items of information which should prove of practical value to mariners sailing on the China coast is a description of the new graphical method for finding distances, which is described as a simple and easily improvised instrument invented by Mr. Bennett Lawson, first officer of the British steamer *Albatross*. It will be found valuable, we are told, in coasting, particularly at night or during stormy weather. The description of this new method of finding distances is accompanied by a full-sized sketch showing the idea of the inventor, and the American Hydrographers proceed to set forth the *modus operandi* as follows:—

"With the course and distance and two bearings of a point of the land, the distance finder will show at one move of the instrument. The distance of the point at the time of the first bearing; the distance of the point at the time of the second bearing; the distance to be run before the point will be abeam; the distance at which the point will be passed if the course is maintained; the distance of the point at any bearing about the beam if the course is maintained; and the distance to be run before the point comes on any required bearing about the beam.

"Repeated observations will show whether the vessel is actually making her course or whether she is being set on or offshore.

"The accompanying illustration consists of a circle representing a compass divided into 360 degrees. Equally spaced concentric circles are described over the compass, thus converting each of its radii into a linear scale of thirty equal parts. A parallel rule is constructed to move across the face of this compass diagram and a scale of equal parts, of the same length as those into which the radii are divided, is adapted to work upon either bar of the parallel rule. The vessel is supposed to be heading from the centre of the compass towards the zero of the compass graduations, and hence all bearings are counted in degrees from this zero."

"To use the distance finder, take a bearing of a point or object and note the number of degrees it bears from the ship's head, and also note the reading of the log. Steer the same course until the bearing of the point has changed sufficiently to make a practicable angle; then take a second bearing and note the distance run between the first and second bearings; then move the parallel rule and its scale of equal parts until a number of graduations of the scale equal to the distance run is intercepted between the two radii whose graduations represent the bearings counted from the zero."

Examples are given to show how the instrument is operated, and deck officers on the Coast should find little difficulty in apprehending the value of this simple and handy aid to navigation.

We understand that these charts may be seen at the shipping office in Hongkong, Captain Milroy being the local representative of the Hydrographic Department of America.

It may be added, incidentally, that the Washington experts acknowledge their indebtedness to the Hongkong Observatory for information which has been used in the preparation of the meteorological features of the pilot chart.

Mr. Thomas J. O'Brien, American Ambassador to Tokyo, emphatically contradicts the report that his Government is negotiating for, or even considering the purchase of the Russian portion of the Island of Saghalien.

## NOTES BY THE WAY.

## THE A. D. C.

Our enterprising Amateur Dramatic Club have again added to their laurels by their successful production of "The Toreador." No greater tribute could have been paid to the excellence of the entertainment provided, and the members' high standard of acting than the unanimous opinion of the audience that not one dull moment was experienced. It is a remarkable fact that the A. D. C. have a penchant for ambitious pieces, but it is still more remarkable that the talented compilation comes out of the ordeal with such conspicuous success. What I would like to suggest is that it would be a happy circumstance if the A. D. C. were to present something really elaborate, something on the lines of "The Spring Chickens." The piece which had on successive nights delighted London audiences is abundant with tuneful melodies and the setting is on that style beloved of Hongkong audiences. The piece in such capable hands as the Hongkong A. D. C. cannot but be a success and is sure to attract crowded houses nightly. I hope that those at the head of affairs of the Club will give my suggestion a passing thought.

## A WATERY SUBJECT.

After the windy warfare which was occasioned at the meeting of the Sanitary Board some days ago consequent upon the official desire to consider in camera a matter which was plainly a public question, the revelations promised by Col. Bedford with regard to the Colony's water supply were anticipated by the general public in the nature of some grim secret. Happily, the F.M.O.'s sound-minded practical suggestions did not create that general scare among the Colony's staid population which was popularly expected in some quarters. In fact, it is somewhat difficult to conceive how it could possibly have been otherwise. The purity of a city's water supply ought to have every sanitary precaution and I was glad to notice that one of the unofficial members of the Board who has the distinction of being a hard-headed "matter-of-fact" business-man wholeheartedly supported the Colonel's views. Optimism is doubtless a commendable quality but prevention is better than cure. Once the filter-beds begin to show signs of contamination, it will be a Herculean task to rectify the evil. The report of the committee appointed to go into the question is awaited with considerable interest.

## WINDY WEATHER.

The sudden change in the weather had the effect of providing those with limited conversational capacities with food for talk. The cold nip in the air also forcibly reminds one of the forthcoming races. It is refreshing to breathe the invigorating air, although one of my acquaintances, who does not profess to have been born in the regions of the North Pole, found it so invigorating that he went about the city on a certain day during the week with a proboscis and visage very much resembling the azure firmament enveloping him, and his friends began to form crude conjectures whether he was about to undergo a freezing process. The last I saw of the worthy individual was with his feet in a steaming basin with strong odours of mustard.

## AN INFECTIOUS MOVEMENT.

I notice that the campaign which is so vigorously being carried on at home by that vigorous body known as the screaming sisterhood with the avowed object of woman's emancipation has spread to Hongkong. Up to a certain day last week, I was firmly convinced that this little Colony was perfectly free from the abnormal demands and still more abnormal acts of misguided members of the fair sex, but I must confess I received a pretty rude shock to read in the local papers that one of our fair residents was going to lead a debate having the vexed question of woman's suffrage as the subject. So far, by a merciful providence, we have had no Christabel Pankhurst in our midst and no sensible man wishes to have one. Is it possible that the germ has spread to Hongkong? We have for ever been crying for an increased Police Force but if my fears have even an atom of foundation, which I sincerely hope they have not, then every peace-loving citizen will wish for a still greater number of bobbies. It is to be hoped that the day is far distant when the ears of mere men will be assailed with the grim beauty of the suffragette's war-song.

## A SUFFRAGETTE STORY.

The above ruminations remind me of a good story which is worth reproduction. Here it is:—The wife of a labourer was one day visited by a funny-looking woman with a short skirt and a long tongue. She had not stayed long before she fired her hottest spirits against woman's oppression by man in a most marvellous manner. When bubbly returned home from work that evening, instead of the usual sweet-tempered Jane of every day, he made the painful discovery of finding his better half turned into a veritable vireo. The man looked in vain for his afternoon tea and kipper, when the following dialogue ensued:—

"Where's the kipper, m'dear?"  
"Ab, man, you've indeed been fortunate! You've had your way too, too long. We're going to have the vote, do you hear?"  
"That's all right, dearie, but where's the kipper?"  
"Kipper, indeed! Of what use is kipper to me? I want the vote and I'm going to have it!"  
"Certainly, m'dear. You can have mine."

After that, peace was a stranger in that house for a considerable period.

## CASUAL CRITIC.

An amusing instance of the fertility of mind of the average Chinaman by way of excuses was furnished in the Police Court this morning. A Chinaman was brought before Mr. E. R. Hall, J.P., First Police Magistrate, for boiling opium in the old form near the 'Hungbong' Docks. "Your Worship, I was preparing tea," was the man's explanation to the presiding magistrate. His Worship found otherwise and fined him \$10.

## Today's Advertisements.



## NOTICE.

AS THE ALBANY SERVICE RESERVOIR is being emptied, the supply of Filtered Water may be occasionally interrupted during the next few days.

The Public are therefore advised to Boil all Water used for Drinking purposes until further notice.

P. N. H. JONES,

Water Authority.

Public Works Department, Hongkong, 21st January, 1910. [122]

## THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 5th February, 1910, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 31st January, until SATURDAY, the 5th February, 1910, both days inclusive.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 22nd January, 1910. [125]

## CANTON DAY BY DAY.

## PRATAS ISLAND.

[From Our Own Correspondent.]

Canton, 20th January.

After the payment of a sum of yen 130,000 to the Japanese for the recovery of the Pratas Islands, the local authorities have been anxious to develop the place; but owing to lack of funds, the authorities have now issued a notification to invite merchants to co-operate in the scheme.

## SALT COMMISSIONER.

The Salt Commissioner, Ting Nai Yang, has applied for one month's leave of absence, and the acting Provincial Education Commissioner, Chang Sik Fui, will probably be appointed to act as Salt Commissioner in the interim.

## JUNK FOUNDERS.

On the 13th instant a junk fully laden with ground oil and sundry merchandise, on her trip to Shihing from Wuchow, foundered, when passing Tak Hing, as the result of the excessive weight of her load. The cargo on board to the value of about \$6,000 was lost.

## ANTI-OPIMUM MOVEMENT.

It is learnt from the opium merchants in Canton that the importation of opium for the current year has shown only a slight decrease as compared with the quantity imported by them during the past few years. However, from the present outlook of affairs, the opium smoking prohibition regulations appear to have been enforced with considerable success, as it can be seen from the fact that since the enforcement of the anti-opium regulations, in the district of Nambol alone, two hundred and sixty-five opium dens, which failed to obey the regulations, have been ordered to be closed and sealed up by the officials. These illegal establishments have all been confiscated to the Government.

21st January.

## DISTINGUISHED VISITORS.

Among the passengers arriving in Canton on the 20th instant by the steamer *Kinshan* were H.E. Maj. General Sir John French, who was accompanied by Mr. Henderson and General R. G. Broadwood. On the same day these visitors returned to Hongkong by the same vessel.

## OLD CITY WALL.

In accordance with instructions from the Viceroy survey work was commenced yesterday for the removal of the old city wall. It is ascertained that the wall is 10,800 feet in length, 23 feet in height and 15 feet in width. When the wall is removed, a carriage road will be built on the lead.

## ANTI-GAMBLING MOVEMENT.

By order of the Viceroy, the Choi Pui lotteries will be discontinued in Canton by the end of this year as an initial step towards the proposed abolition of the different gambling farms.

## SALT MONOPOLY.

H.E. Yang Shu Hsun will deputise his chief secretary, Shun Tung Fong, to proceed to Peking shortly for the purpose of consulting with the Ministry of Finance on matters in connection with the concession of Kwangtung Salt Monopoly to merchants.

## A DOCKYARD TRAGEDY.

## SEAMAN FOUND DYING.

An extraordinary tragedy occurred this morning, 18th ult., on board H.M.S. *Minotaur*, lying in Chatham dockyard. A seaman named Charles Frederick Russell was found in the boatswain's stores room, and a second man, Thomas Mayo, was found later in an insensible condition further in the store.

Both were promptly removed and medically treated, but Russell expired shortly afterwards. The other man was resuscitated. Painting work had been in progress and it is surmised that the men were overcome by the fumes.

## ANARCHISTS IN PORTUGAL.

## PLOT AGAINST THE KING.

London, Jan. 11. A plot to assassinate the King and overthrow the Government has been discovered in Portugal. Many arrests have been made, and a large quantity of firearms and ammunition have been seized. *—Japan Chronicle.*

## Today's Advertisements.



## NOTICE.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On TUESDAY, the 23rd January, 1910:—From the East of Hongkong and Devil's Peak in a direction of from South-East to North-East, at ranges up to 6,250 yards, commencing at 10.30 P.M.

On THURSDAY, the 27th January, 1910:—From the West of Hongkong and Stonecutters in a direction of from South-West to North-West, at ranges up to 10,700 yards, commencing at 10 A.M.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,

Commander, R.N.,

Harbour Master, &amp;c.

Hongkong, 21st January, 1910. [124]

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd January, 1910. [123]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"LAISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 25th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 22nd January, 1910. [8]

Hongkong, 7th December, 1909. [42]

## SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

## FIRST APPEARANCE IN HONGKONG

OF THE CELEBRATED AMERICAN SERIO-BALLADIST,

MISS ADA KING.

Miss DORIS MOAULEY

AND

Miss RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE, DAILY CHANGE

OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

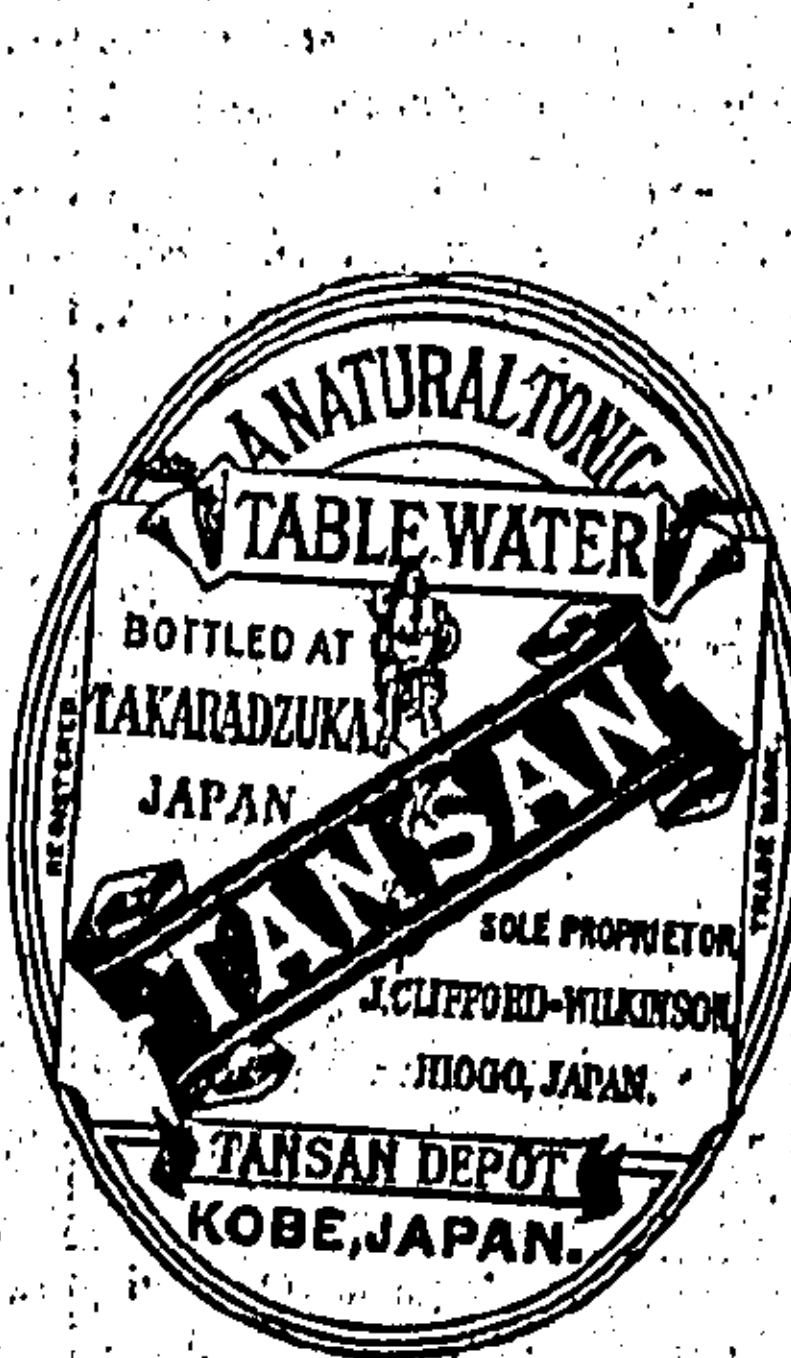
MONDAY AND FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 15th January, 1910. [80]

## CLIFFORD-WILKINSON TANSAN.



An Invaluable Table Water for Rheumatism, Gout, Indigestion, Dyspepsia, and other kindred Ailments.

It mixes well with Wines and Spirits, especially with Martell's Brandy.

Cases of obstinate Rheumatism have been overcome by the use of Tansan with Martell's Brandy.

H. PRICE &amp; CO., LD.

WINE MERCHANTS.

Telephone 712

12, Queen's Road.



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration.)

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 12TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43/-

Via New York £45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamship	On
"GAPORE, PENANG & CALUTTA KUTSANG" MONDAY, 24th Jan, Noon.	
SHANGHAI CHOWSANG TUESDAY, 25th Jan, 4 P.M.	
MANILA YUENSANG FRIDAY, 28th Jan, 4 P.M.	
GAPORE, PENANG & CALUTTA LAISANG TUESDAY, 1st Feb, Noon.	
MANILA LOONGSANG FRIDAY, 4th Feb, 4 P.M.	
SHANGHAI, KOBE & MOJI NAMSANG FRIDAY, 11th Feb, Noon.	

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of 50 for Return Passengers will be issued for our Sailings to Manila on the 24th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215, Sub. Exch. 4, Hongkong, 22nd January, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	23rd Jan, Daylight.
TSINGTAI, WEIHAIWEI & CHEFOO	"KWANGSE"	24th " 4 P.M.
MANILA	"TAMING"	25th " 3 P.M.
OSBU & ILOILO	"HONGKIANG"	25th " 4 P.M.
AMOY & CHINKIANG	"SHENGKING"	25th " 4 P.M.
SAIGON	"NINGPO"	26th " 4 P.M.
SHANGHAI	"CHINCHUA"	27th " 4 P.M.
SHANGHAI	"CHINCHUA"	30th " Daylight.
MANILA	"TEAN"	1st Feb, 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TATUAN"	1st " 4 P.M.
SHANGHAI	"LINAN"	3rd " 4 P.M.

MANILA CARNIVAL—5th to 14th FEBRUARY.

S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th inst. for Hongkong. Special reduced return fare of 50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE WEEKLY.

S.S. LINTAN and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Cheonan, Linan, Chinkua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

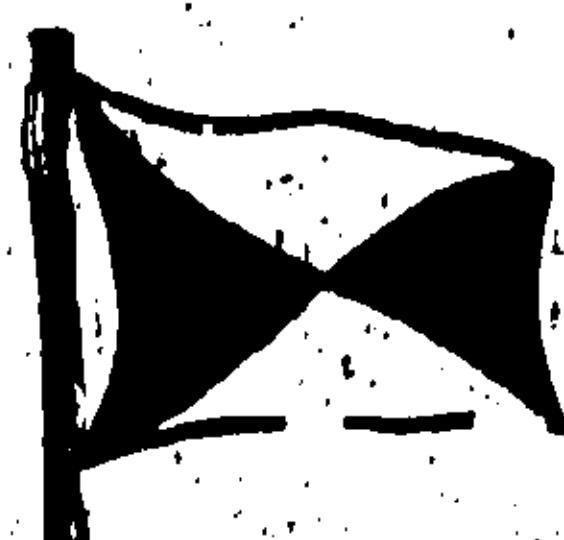
Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36, Hongkong, 21st January, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
YAMATO	2540	R. Rodger	MANILA	SATURDAY, 29th Jan, at Noon.
KUBO	2540	A. Fisher	"	SATURDAY, 5th Feb, at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 22nd January, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON ... £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct-train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. Y. Fueno	—	WEDNESDAY, 23rd Feb., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fueno	THURSDAY, 27th Jan, at Daylight.
TAMUI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 23rd Jan, at 10 A.M.
ANPING & TAKAO	"SHINSHU MARU" Capt. Y. Fueno	About the 24th January.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO HUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 19th January, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"AKI MARU," Capt. K. Sato, Tons 7000 "MISHIMA MARU," Capt. A. E. Moss, Tons 9000 "KAGA MARU," Capt. M. Higino, Tons 7000	WEDNESDAY, 2nd Feb., at Daylight. WEDNESDAY, 16th Feb., at Daylight. WEDNESDAY, 16th Feb., at Daylight.
VICTORIA, B.C. & SEATTLE ("Kagawa Maru" leaving Hongkong 5th Feb, due Kobe 10th Feb, connects)	"IWABA MARU," Capt. R. Takeda, Tons 6500	WEDNESDAY, 16th Feb, From YOKOHAMA.

VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 3rd March due Yokohama 15th March, connects)	"TAME MARU," Capt. C. H. Butler, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA.
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SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"HIKIO MARU," Capt. M. Yagi, Tons 6000 "KUMANO MARU," Capt. M. Winckler, Tons 6000	THURSDAY, 17th Feb., at Noon. FRIDAY, 18th March, at Noon.
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NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU," Capt. M. Winckler, Tons 6000	WEDNESDAY, 16th Feb., at Noon
KOBE and YOKOHAMA	"KANAGAWA MARU," Capt. J. Nagao, Tons 6500	SATURDAY, 5th Feb., at Daylight

MOJI, KOBE & YOKOHAMA	"TAMBA MARU," Capt. C. H. Butler, Tons 7000	THURSDAY, 3rd Feb, A.M.
SHANGHAI, MOJI AND KOBE	"MOYI MARU," Capt. J. C. Richards, Tons 4500	SATURDAY, 20th January.

BOMBAY, VIA SINGAPORE ("YETOHU MARU," and COLOMBO)	"YETOHU MARU," Capt. K. Sato, Tons 4500	TUESDAY, 15th January.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to Tawau, Labad Datu, Labuan, Jolo and Menado.

THE Steamship

"BORNEO."

Captain F. Rembil, (ready to load on Wednesday, the 26th instant) will leave on THURSDAY, the 27th instant, at 9 A.M.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELBOURNE & Co.,

General Agents.

Hongkong, 21st January, 1910.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS"

will be despatched on or about 27th instant.

For further particulars apply to

P. A. LAPICQUE & Co.,

Agents at Hongkong,

No. 4 Queen's Building,

Telephone 950.

Hongkong, 21st January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain R. Hayes, will be despatched as above on 29th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 14th December, 1909.

HONGKONG—BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "MUNCASTER CASTLE" ... 15th Feb.

For Freight and further information, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 18th January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TAGOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Quano	4,657	F. W. Davies	18th Feb.
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Kumari	4,353	J. Mathie	10th March
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America	4,353	J. Boyd	7th April
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Quano	4,657	F. W. Davies	1st May
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Quano	4,657	F. W. Davies	2nd June
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These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 17th January, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 17th December, 1909.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE,"

Captain Daniels, will be despatched as above on 27th inst.

This steamer has superior passenger accommodation.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 20th January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 17th January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. R. W. WALKER.

"KWONG SAI" ... Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the river. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

... Hong, 18th April, 1909.

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND BASED ON LAST YEAR'S DIV.	CI SING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,001,810	Interim of 2 1/2 for account 1909 @ ex 1/98 = \$12.72	\$1,000 sellers London 29.10
National Bank of China, Limited	99,925	47	46	44,000 \$3,000	\$30,552	\$2 (London 5/6) for 1903	\$65 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000 \$244,181 \$244,181	none	\$10 for 1908	\$145 sales
North China Insurance Company, Ltd	10,000	115	115	Tls. 225,000 Tls. 225,000 Tls. 225,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 113 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,404,901	Final of 5/7 making \$47 for 1907 and interim of \$30 for 1908	\$90 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$109,264	\$7,767	\$17 and bonus \$3 for 1907	\$130 buyers
<b>FIRE.</b>							
China Fire Insurance Company	70,000	\$100	\$50	\$1,000,000 \$338,008 \$138,102	\$375,347	\$6 and bonus \$2 for 1907	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,431,173	\$388,711	\$17 for 1907	\$167 sellers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000	Nil.	2 1/2 for year ending 30.6.1908	\$12 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$21,170	Interim of \$12 for account 1909	\$32 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	413,755	6/- for 1907 on Preference shares only @ ex 1/10/16 = \$3.154	\$63 sellers
Do. (Deferred)	60,000	45	45	\$1,000,000 \$1,000,000 \$1,000,000	413,755	Final of 2/- for 1908 and interim of 1/- for 1/10/16 = \$3.154	66/8 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$1,000,000 \$1,000,000 \$1,000,000	261,817	\$100 for year ending 31.12.1909	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$3,121	\$5.50 for year ending 31.12.1909	\$148
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$350,000 \$350,000	Dr. \$5,358	\$5 for year ending 31.12.08	\$158
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$11,800	\$3 for 1897	\$21 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6 02	Tls. 10 for year ending 31.12.09	Tls. 400 buyers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$175,000 \$175,000 \$175,000	Dr. 435	Final of 1/6 making 3/- for 1909	Tls. 18 sellers
Headwaters Mining Company	60,000	10	10	none	none	First year	Ps. 10
Raub Australian Gold Mining Company, Limited	50,000	10	10	\$4 1/2	Dr. 2,191	No. 12 of 1/- = 18 cents	\$6 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$15	\$11,916 \$550,000 \$550,000	Dr. 17,481	\$1.75 for year ending 31.12.05	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$100,000 \$100,000 \$100,000	\$10,102	None	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$100,000 \$100,000 \$100,000	\$345,161	Interim of \$1 1/4 for account 1909	\$52 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 64,257 Tls. 64,257 Tls. 64,257	Tls. 6,261	Interim of Tls. 2 1/2 for 1908	Tls. 8 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	Tls. 1,151.00 Tls. 1,151.00 Tls. 1,151.00	Tls. 12,818	Final of Tls. 5 making Tls. 10 for 1908	Tls. 181 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 35,000 Tls. 35,000 Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.12.09	Tls. 106 sales
Central Stores, Limited	50,123	\$15	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$24,611	\$1.20 on old and 60 cents on first new issue	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$47 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$26,475	Interim of 3/- for account 1909	\$12 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	\$121 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$278	\$14 for 1908	Tls. 17 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,538,045 Tls. 1,538,045 Tls. 1,538,045	Tls. 142,404	Interim of Tls. 3 for account 1909	Tls. 17 1/2
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of 12 for account 1909	\$14 buyers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Dr. 12,991	Tls. 11 for year ending 31.12.09	Tls. 133 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	Tls. 40,098	\$1,553	5/- cents for year ending 31.12.08	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 31.12.05	Tls. 63
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 4 for 1908	Tls. 97
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5.00	Tls. 11,172	Tls. 15,911	Tls. 5 for 1908	Tls. 400
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500	2648	15 % per share for 1908	\$10
China-Borneo Company, Limited	50,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$1.20 for 1908	\$12
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$61,138	50 cents for year ended 31.12.06	\$6 buyers
Do. special shares	10,000	\$1	\$1	\$100,000	\$3,407	80 cents for 1908	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,891	\$1.70 for year ending 31.7.09	\$164 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$3,756	Interim of 35 cents for account 1909	\$71
Green Island Cement Company, Limited	400,000	\$10	\$10	\$5,000	\$670	8 cents for year ending 31.12.08	\$11
H. Price & Company, Limited	12,000	\$10	\$10	none	\$5,195	\$1 a d bonus 20 cts. for year ending 29.12.09	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$7616	Interim of \$2 for account 1909	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$890	Interim of \$1 for account 1909	\$121 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	Dr. 31,682	Final of Tls. 12 1/2 and bonus of Tls. 7 1/2 for 1909	Tls. 1,020 sales
Maatschappij tot Mijn, Bosch- en Landbouwex ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500	\$1,204	85 cents on fully paid share and 8 cents on 51 paid shares for year ending 30.6.09	\$123
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	Ps. 18,640	None	\$10 buyers
Peak Tramways Company (New)	50,000	\$10	\$10	none	Ps. 18,640	Final Tls. 5 making Tls. 8 for 1908	Tls. 145 buyers
Philippines Company, Limited	75,000	\$10	\$10	none	Dr. 5,250	None	\$231 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 14,810 Tls. 14,810	Dr. 5,602	40 cents for year ending 31.5.09	\$44
South China Morning Post, Limited	6,000	\$25	\$25	none	\$172	60 cents for year ending 31.12.06	\$121 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$342	60 cents per d. share for year ending 31.5.09	\$7
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$2,613	Final of 30 cents for 1908	\$3 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$782	Final of 30 cts. making 80 cts. for the 1 year ended 30th June, 1906	\$1 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$300,000 \$300,000	none	Interim of 1 1/2 % for account 1909	\$871 buyers
William Powell, Limited	15,000	\$7	\$7	none	none	45 % interim for 1909	75/-
<b>RUBBERS.</b>							
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	2 1/2 for 1909	103/6
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	None	77 1/2
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,400	\$11,05	None	77 1/2
Castlefield Rubber Estate, Limited	31,050	1 1/2	1 1/2	none	\$2,120	None	77 1/2
Damansara (Selangor) Rubber Co.	117,000	1 1/2	1 1/2	none	none	None	77 1/2
Golconda Malay Rubber Co.	83,000	1 1/2	1 1/2	none	none	None	77 1/2
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	1 1/2	1 1/2	none	none	None	77 1/2
do. (contributory)	123,544	1 1/2	1 1/2	none	none	None	77 1/2
Kamuning (Perak) Rubber Tin & Co.	950,000	1 1/2	1 1/2	none	none	None	77 1/2
do. A shares	105,000	1 1/2	1 1/2	none	none	None	77 1/2
do. B shares	105,000	1 1/2	1 1/2	none	none	None	77 1/2
Kuala Lumpur Rubber Co., Limited	180,000	1 1/2	1 1/2	none	18.0	20 % for year ending 31.6.08	135/-
Linggi Plantations, Limited (ordinary)	900,000	2 1/2	2 1/2	none	none	Interim of 40 % = 80 for account 1909	135/-
do. (7% pref.)	10,000	1 1/2	1 1/2	\$4,000	none	None	135/-
Lodbury Rubber Estates, Limited	6,000	1 1/2	1 1/2	none	none	None	135/-
do. (contributory)	40,000	1 1/2	1 1/2	none	none	None	135/-
Sagga Rubber Company, Limited	20,000	1 1/2	1 1/2	\$10,000	\$1,275	Interim of 60 % for 1909	135/-
Sandycroft Rubber Company	50,000	1 1/2	1 1/2	none	none	None	135/-
Sekong Rubber Company, Limited	60,000	1 1/2	1 1/2	none	\$836	3 % for 1908	135/-
Shelford Rubber Estate, Limited	60,000	1 1/2	1 1/2	none	none	None	135/-
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	135/-
Sungai Chua Rubber Estate Company, Limited	45,000	1 1/2	1 1/2	none	none	None	135/-
Sungai Kapar Rubber Company	110,000	1 1/2	1 1/2	none	\$3,448	7 1/2 % interim for 1909	135/-

## Intimations

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL 2,500,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

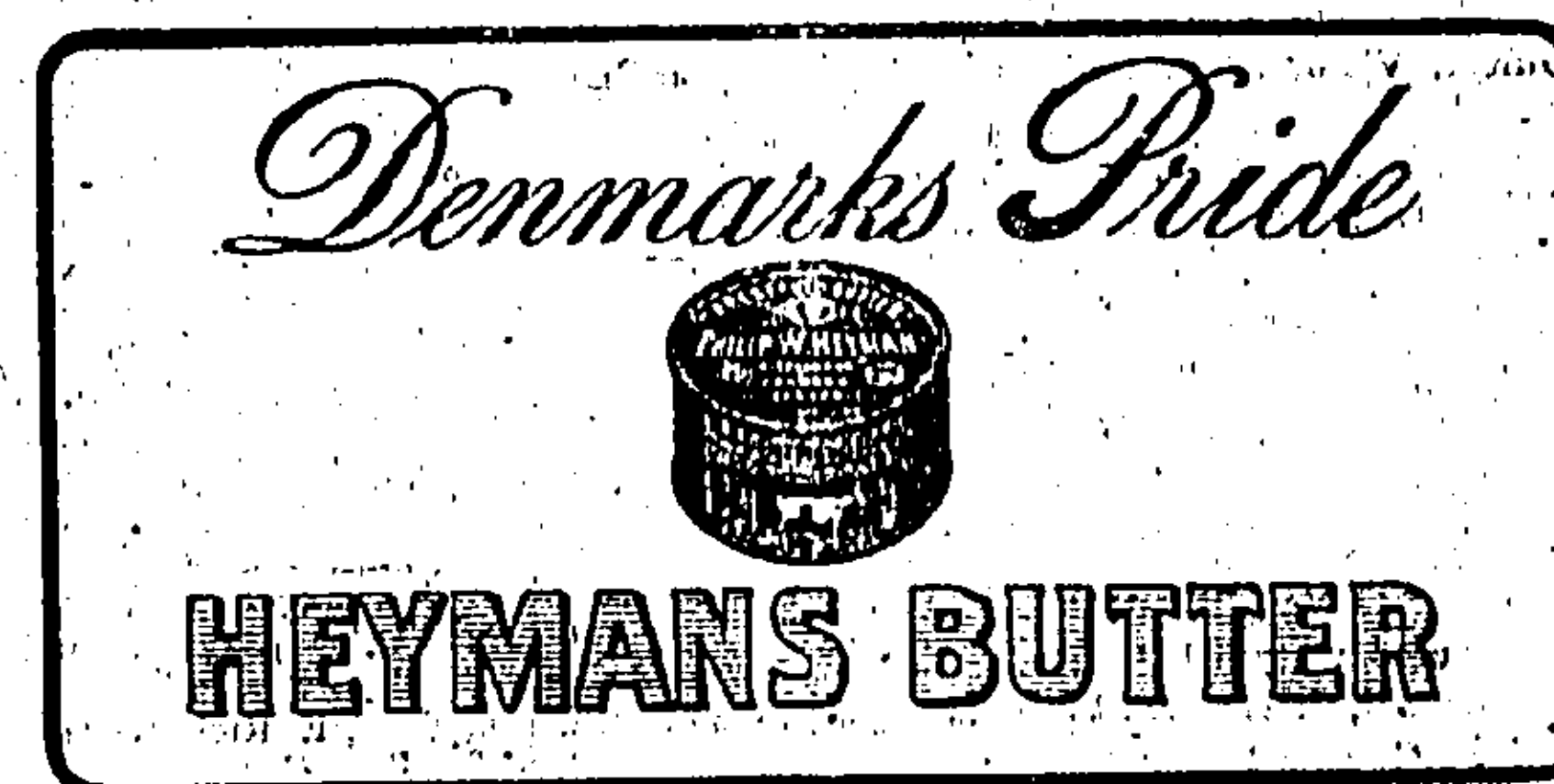
## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

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49

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WITH ALL REQUISITES.

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Hongkong, 1st August, 1909.

58

YEE SING,  
No. 4, D'AGUILAR STREET.  
MANUFACTURE WHOLESALE AND  
RETAIL DEALERS  
in all kinds of hand-made  
DRAWN AND EMBROIDERY CHINESE  
LINE GRASS CLOTH, PEWTER  
WARE, &c.,  
all of the best quality.  
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## FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.,

CABINET-MAKERS AND ART DECORATORS,  
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No. 39, DES VIKING ROAD CENTRAL.  
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
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Have been patronised by the Hongkong  
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leading establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
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"We have pleasure in stating that Mr. Li  
KWONG LOONG furnished the Armchairs  
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